London in June. Mr. Aldrich is now engaged upon his biography of N. P. Willis for the American Men of Letters

William Hazlitt, that Prince Charming of critical writers, is the subject of a biography which is now

being written by Louis Stevenson, the essayist. "Thirlmore" is the title of a sequel to "His Majesty, Myself," which W. M. Baker is writing for Our Continent. Thirlmore was the chief figure in Mr. Baker's clerical novel, and occupies the same

position in its sequel. The April Atlantic will present a critical paper on Mr. Munby's "Dorothy," by Philip Bourke Marston. Mr. Marston therein protests against "Dorothy" as a departure from that worship of the beautiful which he believes to be the religion of poetry.

Miss Dickens, the daughter of the novelist, has spent the past year in compiling a "Charles Dickens Birthday Book." Her sister Kate, Mrs. Perugini, has furnished for it several illustrations, which have, by the way, no association with her father's work.

E. W. Gosse has nearly completed his biography of Thomas Gray, the poet. Mr. Gosse is trying to trace several unpublished jeux d'esprit of Gray's which are known to be in existence. One of these, a "Satire upon Heads," was sold at auction in London in 1854.

Mr. Alcott's new book, which is to appear next month, bears the suggestive title of "Octogenarian Poems—Sonnets and Canzonets." This volume, it will be remembered, is Mr. Alcott's poetical autobiography. It will contain sonnets to his wife, to his daughters and to many of his life-long friends.

The coming anonymous novels are feminine in title. The next" Round Robin" is to present to the world "A Tallahassee Girl"; while a new "No Name" is to be called "Her Picture." This last volume has an aristocratic origin, being the work of an actual live Countess. The scene is laid chiefly

The appearance of Robert Buchanan's volume of poems will be immediately followed by that of a long romance, "The Martyrdom of Madeline." His latest novel, "God and the Man," was a study of the vanity and folly of individual hate; the forthcoming story deals with "the social conspiracy against womankind."

The possessors of the neat little series of Modern Classics will be able shortly to complete their collection. Two new volumes are ready-Shake speare's "Sonnets and Songs," with Leigh Hunt's Favorite Poems; and "Favorite Poems" of Dryden, Collins, Marvel, Herbert and Herrick. There are now only three more volumes of the series to

James Payn, the novelist and essayist, says that he once heard two popular story-tellers, A, who writes seldom, but with much ingenuity of construction, and B, who is very prolific in pictures of every-day life, discoursing on this subject. "Your fecundity," said A. " astounds me; I can't think where you get your plots from." "Plots?" replied B; "oh! I don't trouble myself about them. To tell you the truth, I generally take a bit of one of yours, which is amply sufficient for my purpose."

R. H. Steddard is preparing a "Mrs, Browning Birthday Book" after a fashion which promises unusual tastefulness and daintiness. It is to contain not only passages from Mrs. Browning's poems, but extracts from her articles on the Greek poets, from her letters to R. H. Horne and from MS. letters. The volume-which is to be published by James Miller-will contain an illustration of the room in Casa Guidi last occupied by the poet-a room in which many a strong and pure piece of verse has had its birth.

Mr. Longfellow has written to the London publishers, Cassell, Petter, Galpin & Co, who sent to him a copy of their edition de luxcof "Evangeline": "It is a very handsome book, and the paper and print remind me of the publications of Bodoni, the famous printer of Parma, who gloried in his art. The illustrations by Mr. Dicksee are very beautiful; partienlarly the face of Evangeline, so characteristic and expressive, pleases and touches me. I beg you to convey to him my thanks and my congratulations on his successful work."

An explanation of the terrors of Dean Stanley's handwriting has lately been given by his friend, Max Mutler. In one of the last talks which be had with the Dean, Muller complained about a difficulty he felt in writing, which some doctors called RVING INSTITUTE, Tarrytown, N. Y. breibekrampf, others rheumatism, etc. "Ah, don't you know," Stanley broke in, "that I have had something of the same kind all my life? I cannot control my fingers, and that is why my handwriting has always been so wretched." The Dean himself delighted in telling anecdotes about misunderstandings arising from his illegible letters.

Houghton, Mifflin & Co. are distributing without money and without price a neat biographical sketch of Mr. Longfellow to schools which are preparing to celebrate the poet's birthday. This firm has begun its series of "American Classics for Schools" with a volume of selections from Longfellow's works. The book contains such of his poems as will naturally interest children, and is prettily bound and illustrated. The frontispiece is an excellent portrait of the poet. This will be followed by other volumes for supplementary reading, giving selections from the writings of Hawthorne, Loweil, Holmes, Whittier and others.

Four of the Caps Cod people have formally entered libel suits at Plymouth against the publishers of Miss Sallie McLean's novel of "Cape Cod Folks," each claiming damages to the amount of \$5,000. This performance and that of M. Zola's aggrieved friend, is not without precedent. For example, Alexandre Dumas, in one of his novels, alluded to one of the favorites of the Court of Henri III. Before doing so he had carefully assured himself that no person bearing the name or title of his hero was alive. His surprise was great when he received a letter from the lawyer of the Count de X-, calling on him to change the name at once. Alexandre Dumas refused, the suit was proceeded with, and the author was able to prove that the plaintiff had no right to the name and title that he bore, and that the bar sinister prevented him from raising any legal objections.

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MINES AND MINING.

TUESDAY, Feb. 21-P. M. There was nothing in to-day's mining stock markets that calls for comment or explanation. Dulness and steadiness were the conspicuous features for the general list. State Line 2 and 3 again sold down to 69, but rallied to 73 and closed at 72 cents. Amie made a little show of activity at 26@24 cents in the early dealings, and then was neglected. Robinsen Consolidated sold at 2.60 @2.50@2.65, Little Chief was hardly as strong at 1, and Iron Silver was steady at 1.10. South Pacific fell from 3.05@ 3.15 to 2.60@2.65, and 100,000 (f) shares were reported as sold under the rule at 2.60. Moose was stronger up to 97 cents. Taylor Plumas dropped from 70 to 64@69 cents. The Comstock shares were inclined to be better, and Sutro Tunnel rose to 72 cents. The markets closed dull and featureless.

SALES AT THE MINING EXCHANGES.

				SHARES		
Names.	Open ing.	High est.	Low- est.	Final	Ex.	N. Y. Ex.
lice	2.75		2.75	2.75	0.000	400
dvance	.53	.53	.58	,53	2,900	1.100
Ita Montana		1.80	1,80	1.80	2,000	5,600
mie	.20		.19	.19	500	*********
arcelona	6.8.67		1.55	1.55	300	500
eauce		1.55	1,00	.95		600
ag Pittsburg	44717	.493	.90	.03	1000	1,200
oulder Con	1,6525	.03	.41	41	1,100	100
radshaw	-41	,41		25	4,4400	200
all Domingo	1 10 17	2.5	.06	.06	2,800	
ve and Bye	1,675	.06	12	.12	ag171/81	1,000
alayeras	.12	.12	32	.114	200	800
alifornia	-52 27	,34	.27	.30	700	
arbebate Hill	200	1.10	1.10		1,400	****
alifornia arbotate Hill entral Arizona.	1.10		.03		3,500	
DEDDREES	400.00		4.05	4.05		400
hrvanille	3,1742		.36	.36	600	
limax.		.55	-51	.52		1,100
on. Virginia	.02	,02	.02		4.500	35
opper Knob					100	
Town!	1 127		53		1,600	1,000
unkin		.35	.30	385	4,000	1,100
urange			1.25	1.25	1,000	
implife		.81	.81	81	2,300	****
interprise Con		19.00	12.00	12.00		20
nreka Con	4.4	.44	-44	-44	500	200
mpishaw	.08	.08	1114			1,400
rest Mastern		35,315		3,35	2,400	
larshaw		1.45	7.6	145	800	3,350
libernia Ioga Silver	15.75	10.00	15,75	1.5075	8077	100
mperial	10	10	1.0	1.10	700	100
Andrew Co. A. Transporter	100,141	20. 437	244.4.57	2.137		
attle Chief	5 1,490	E00	1.60	1.00	400	7.63.13
atte Pittsourg				1.60	0.000	
fariposa	25164	48		.45	****	200
arisona pref	1 45	.40	-340	4.0	47 37 37	
Conversal Clemek	1 500	.03	-643	3153	0,000	*+**
timer Hoy	3 (872)	-410			3,500	500
0000	1, 197	145	(17	.97	100	
feese	10.00	10.00	10.00	.20	47777	200
orth Standard			7.55	00	4,900	1,200
plental and Miller		1279	.98	254		600
appalanneck	170	.70	140	1569		1,800
Seine Sun			2.55		5,500	7,640
oblesen Con	10.754.000					300
Ever Cust	2,53	-		,08	1,300	
Evet Nugget	,08	.08	31	,16		3.00
AND DESIGNATIONS	03.41	(2,33)	40.00	2.65	***	103820
enth Pacific			2,00			10
outh Pacific	4,00	1,00	4.00		1.800	
ate Line, Nos 1 & L.	-17	117		176	3,000	
infor Litter, Steve 2 de de-	1777	.70		0.5		100
atro Tuvnel	7.50	25	157.7	74	7,000	2,100
REID PRIMITE	170		462	613	7,2041	
aylor Plumas	l in	, die				2:000
nadilla	30.95	10.95	243,135	10.25		=400
and water	1913		1211	.20	500	

276 275 275 275 400 50 *100,000 shares "under the rule" at 2.00.

BATTLE MOUNTAIN, Nev., Feb. 21.—The Starr-Grove Company is pushing work on the 300-feet drift, which is 225 feet below the tunnel level in

new ground.

Highland Chief is in low-grade ore.

The Eagle Company is running on the ledge, and is taking out some ore.

The Chloride Company is working only in the

The latest financial statement of the Eureka Consolidated Mining Company shows that the base bullion product for January was over 207 tons, valued at \$72,679.08. Among the disbursements are: For mining, \$5,505.61; smelting, \$19,662.87; freight, refining etc. lestimated, \$14,498.57; quarterly tax on proceeds of mine, \$720.19. Excess of expenses over earnings, \$329.80, exclusive of amount expended on new shaft, \$10,237.28. On February 11 there was on hand, cash, \$138,887.70, and nearly 1422; tons base bullion, estimated at \$40.591.83, and there was a balance due from the Richmon's Mining Company of \$75,000. The liabilities amounted to \$15,108.27. Approximate net resources, \$239,371.26.

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THE ROBINSON CONSOLIDATED MINING CO., 18 Wall-st.
NEW-YORK Feb 7 1882

NEW-YORK, Feb THE annual meeting of the stockholders of The Robinson Consolidated Mining Company for the election of trustees will be held at the office of the company Na 18 Wall-st, on Thursday, March 2, 1882, at 12 o'clock Transfer books will close at 3 p. m. on Friday, February 23 and be opened at 10 a. m. March 3. H. H. WILSON, Secretary.

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Full information can be observed at the level.

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At 5 p. m., from Fler 28, North River, foot of Murray-st.

Connection by Annex Boat from Brooklyn at 4:30 p. m. Jersey City 4 p. m. Tickets and staterooms may be secured at all principal hotels, transfer and ticket offices, at the office on Fler 28 and on steamers.

BORDEN & LOVELL, Agts.

Gen'l Pass, Agt. Alton & T. H. D. A. & T. H. D. S. Alr L. Dref... Cent. Pac... C St. L. & N. O.

Pier 28 and on steamers.

BORDEN & LOVELL, Agts

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.

Via Philadelphia, Baltimore, and Washington.

On and after Jan, 23, the magnificent Passenger Trains leave from Pennsylvania Railroad Depot, foot of Cortiandt-st. and Desirosses-st. as follows:

8:30 a.m., except sundays. Parlor car attached, arrives Washington 5:10 p. m. Night Express leaves Washington stryl-t, p. m. daily. Sleepers and day coaches through to Cincinnali and Chicago.

7p. m. daily. Past Line arrives Washington 2:25 a. m., Cincinnali 8:30 p. m., Chicago, 8:35 a. m., and 88. Louis, 8:30 a. m. da. 8. Louis and Chicago.

12 o'clock night daily, arrives at Washington 8:15 a.m. Day Express leaves Washington at 10:40 a. m. daily. Sleepers and day coaches through to Cincinnati, St. Louis and Chicago.

12 o'clock night daily, arrives at Washington 8:15 a.m. Day Express leaves Washington at 10:40 a. m. daily. Sleepers and day coaches through to Cincinnati, For No other line makes faster time to the West. Trains strive from the West at 6:50 a.m., 3:50 m., and 10:50 p. in. Tickets and sleeping berths secured and baggaage called for and checked to destination at company's office, No. 315 Broadway, and at all the offices of the Pennsylvania Railroad Company.

Tickets and sleeping berths secured and baggage called part and checked to destination at company's office, No. 315 D. & H. Canal. D. & Rio G. Chentral L. Canal. D. & Rio G. Chentral L.

Destricts in New York, foot of Liberty-st. Station in recoklyn, toot of Fulton-st., Jewell's Wharf. Commencing Nov. 7, 1881. Le eve New York: 6-30a, m.-For Flemington, High Bridge Branch, Easton, fauch Chunk, Tamaqua, Hacleton, Drifton, Seranton, &c. 8-45 a. n.-For Flemington, High Bridge Branch, Easton, Hentown, Reading, Harrisburg, Mauch Chunk, Williamsert, Famigua, Nautheoke, Secanton, &c. 1p. m.-For Flemington, Easton, Allentown, Reading, Harrisburg, Mauch Chunk, Williamsert, Famigua, Nautheoke, Secanton, &c. 3-45 p. m.-For Easton, Malchown, Reading, Harrisburg, Manch Chunk, Hazleton, Wilkesbarre, &c. 3-45 p. m.-For Easton, Mauch Chunk, Tamaqua, Drifton, Vilkesbarre, Scranton, &c.

try, m.—For Easton, Manch Chunk, Fannaqua, keesharre, Seranton, &c. Resharre, Seranton, &c. Robon, ... For High Profess Branch, Easton, &c. 30p, m.—For Somerville, Flomington, &c. 30p, m.—For Easton, Allentown, Reading, Harrisburg, ach Clunk, Wilkesburre, &c. and the Allentown and Allentown, at \$4.5 a. m., 12p, m. for Round Brook unformediate stations, at \$5.20p, m. for Easton, Allentown, crisburg and the West, 125 a. m., 12 m., 1245, 8.30, or Newark at \$5.45, 8.15, 5.15, 5.30, at \$1.50 a. 5, 15, 5.30, 5.

Y. and LONG BRANCH DIVISION. 4. Leave et 3, % 15 a. m. 12 m. 2, 3:09, 4, 5, 6 p. m. POR ATLANTIC CITY, through et 3, 2 m. m. For FREEHOLD at 8:15 a. m., 12 m. 4, 5, 6, p. m. For evport at 8:15 a. m. 12 m., 2, 4, 6, 6 p. m. EV_JERSEY SOUTHERN RAILWAY.

EW-YORK AND PHILADELPHIA.

RIE RAILWAY, now known as the NEWyours, Lake Erife and Western Railboad.
Attangement of trains from Chambers Street Depot.
9-a.m.-Chirimati and Chicago cay Express. Drawing trem Coaches to Buffalo and Suspension. Bridge.

Ep. m. (Daily)—Fau St. Lome Express, arriving at Buffalo at 8-a.m., connecting with fau trains to the West and South est. Pudhan's best Drawing-room Sleeping Coaches to Buffalo.

Newburg and Cornwan, 553, 2, me 2829, 4430 y m. Sunday, 8,30 a. m. Bondaya, 8,30 a. m. Bondaya, 8,30 a. m. Bondaya, 8,30 a. m. Goslem 6, 7550, 3, 1620 a. m., 8500, 483, 430, 7,715 p. m. Sundays, 6,550, 483, 1620 a. m., 484, 7 a. m. Modeller, 6,750, 3, 1620 a. m., 480, 7 a. m. Modeller, 6,501, 1620 a. m., 480, 7 a. m. The flux m. and 4350 a. m. trains connect with Middland Baircolad Maino4.

Portfervia, 750, 7, 1620 a. m., 450, 3, 7, 745 p. m. Bonts have 253 st. quarter of and quarter after each from 643 a. m. told to m. and at 1645 and 1145 p. m. Trickets for massage and for anathments in Drawings on the form of the massage and for anathments in Drawings on the Checking and Iransfer a harmon may be for a string and specific Concluses can be obtained and order to the checking and Iransfer a harmon may be for a string and the Company's Giffices. Now, 251 the commany's People Emigrant accent. No. 10 assembled as a trival a few Arrival Expressivation from the West arrivala New York at 7:15 and 1155 a. m. and 11640 m. and 1254 m. and 11650 m. Although the Control of the San San Helder and Passy Arcent, New York Arrivals is a few for Englewood Context, Piermont and Nyack Yessel (1990 a. h., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 530, 640, 859, Ill. 150 a. m., 1834, 450, 630, 640, 859, Ill. 150 a. m., 1834, 450, 630, 640, 859, Ill. 150 a. m., 1834, 450, 630, 640, 859, Ill. 150 a. m., 1834, 450, 630, 640, 859, Ill. 150 a. m., 18

A THERN KAIL KOAD OF NEW-JERSE, 7, 856, 10-00 a.m., 1,8-3, 450, 550, 650, 850, 11,30 a. Sandays, 7a, in, and 645 b. m. The Hrad b. m. train we leave 50 minutes inter saturday minute. Namel. Spring Valley and Monsey, 7, 10 a. m., 4:50 p. n. "INO, N. ABBOTT, Gen't Pass'r Agent, New-York,

FOR BRIDGEPORT and all points on HOU SATONIC and NAUGATUCK BAILROADS—Steamed leave Catharine Sipp at 11:30 a.m., 300 p.m., I wently third-at East liver, 3:15 p. ut. Farelower than by anyother route HARTFORD, Middletown, Springfield and the North by WHITE'S LINE steamers, from PIE 24, EAST RIVER, at 4 p. m., co. meeting at Saybrook wit Connecticut Valley Radroad for all points on Connecticut Valley Radroad for all points on Connecticut Rever and North. FREIGHT AT LOWEST RATES ELECTIVED DAILY.

NEW-HAVEN, MERIDEN, HARTFORD SPRINGFIELD, HOLYOKE, SOUTH VERNON, ST JOHNSBURY, &c. Steamors leave Pier 25 E. R., at 3 n. m and 11/30 p. m. found days excepted. 11/20 p. m. found connect with special train. Tickets sold and barrage checked at 24 freedway, N. V., and 4 Court-st., Brooklyn. Excursion & New-Haven and return \$1.50. NEW-YORK CENTRAL AND HUDSO

N. E.W.-YORK CENTRAL AND HUDSON RIVER EALEROAD. Commencing Nov. 21, 1881. Brrough trains will leave Grand Central Depot:

8 a. m. Special Express for Chica o. dully, stopping only at Atham, syracuse, inochester, Linfaio, Cievoland and Toledo.

8 a. m. Western and Northern Express to Rochester and Montreal with drawing-room cars to Canandairea, Rochester and Englaio.

14 a. m., Chicago Express, drawing-room cars to Canandairea, Rochester and Burdalo.

8 a. m. Sechester and England.

15 a. m., Sechester and England.

16 a. m., St. Louis Express, with siceroing cars for St. Louis, running through every day in the week, also Niagara Falls, Burdalo, Toledo and Detyol.

16 a. m. St. Louis Express, with siceroing cars for St. Louis, Funding Household, and Detyol.

17 a. m. Factific Express, with sicepting cars for Rochester, Badalo, Cleveland, Toledo, Detroit and Chicago.

18 p. m., Night Express, with siceping cars to Albany and Troy.

18 a. m. Red Chicago Chicago, Chicago and Louis and Chicago.

19 m. Night Express, with siceping cars to Albany and Troy.

18 a. m. Red Chicago and College, 252 and 413 Broad.

18 a. m. Red Chicago and Rochester, 252 and 413 Broad.

Troy.

Tirkets on sale at No. 5 Fowling-Green, 252 and 433 Broad way, and at Wescott's Express Offices, # Park-place and 785 and 382 Broadway, New-York, and 333 Washington-st., Brooklyn. J. M. TOUCEY, Gen. Supt. C. B. MEEKER, Gen. Passenger Agent.

PENNSYLVANIA RAILROAD.

Trains leave New-York, via Desbroses and Cortiandt Street Ferries, as follows Hagrisburg, Pilasburg, the West and South, with Pullman Palace Cus attached, at 8 a. m., 6 and 8 p. m., daily. New York and Cicago Limited of Pullman Paisce Cars, 9 a. m. any. Williamsport, Lees Haven, 8 a. m., 8 p. m.; Corry and Eric t 8 p. m., connecting at Corry for Titusville, Petroleum Cen-Withinapolic Connecting at Corry for Tribsymbo, 18 p. m. connecting at Corry for Tribsymbo, 2 p. and the coll Regions, and the South; "Limited Washing-Battimore, Washington, are for Cars daily, except Sunday, on Express" of Pullman Parlor Cars daily, except Sunday, on a. m., exprise Washington 4 p. m. Recular at 8:30 a. m., 8:40, 7, and 9 p. m., and 12 night. Sunday, 7 and 9 p. m., and 12 night.

12 might.

Express for Baltimore, except Sunday, 1 p.m.

Express for Baltimore, except Sunday, 1 p.m.

For Atlantic City, through c.r. 1 p.m., except Sunday.

Boats of "Brooklyn Annex" connect with all through
trains a' Jersey City, affording a speedy and direct transfer
for Brooklyn travel.

Trains arrive: From Pittsburg, 6:20 and 10:30 a.m., 7:30
and 10:40 p. m. daily. From Washington and Baltimore, 6:30,
and, 9:35, 8:30, 9:35, and 10:30 p. m. From Philadelphia, 3:50,
and, 9:35, 8:30, 9:35, 10:40, 10:50, 11:40 a.m., 1:20, 2, 3:50, 5:30,
c:20, 6:30, 6:50, 9:35, 10:40, and 10:30 p. m. Sunday, 3:50,
c:20, 6:30, 6:50, 11:40 a.m., 6:20, 9:35, 10:40, and 10:50 p. m. TO PHILADELPHIA.

THE OLD-ESTABLISHED ROUTE AND SHORT LINE

20 TRAINS EACH WAY WEEK DAYS AND 9 ON SUN.

DAY. THERE STATIONS IN PHILADEL.

DOUBLE THAYK, THE MOST DEFORMS TO FOUR.

EXT WITH ABSOLUTE SAFETY.

EXT WITH A

THE MONEY MARKET.

O'p'g, Hig't, Low't Final Bid, Ask'd

SALES AT THE STOCK EXCHANGE FEBRUARY 21, 1882. THE GENERAL LIST. Actual Sales. Closing Bids.

Do pref..... M & St. P. Do pref.... in. San. & C. cel. & G. pref.

	_		-	-	-	.b.g.
400 600	32 81	31 77 65	31 78	31 78	31 ¹ 9 80	31 to 80
7,700	904	90	90	89%	9014	904
100	76	73	7.4	74	74	74
3,100	78%	1774	474 78	46 78	48% 78	48%
1,150	10%	10	10	10	10%	100,
500	23	1000	2213	4549.76		22%
200 700	33 25	24.14	2419	324 244	321 ₄ 233 ₄	324
1,230	153 ¹ 2 132	133	1333	1323	133%	334
200	132	100 (100)	1313	13134	1313	31 %
1.350	180	1284	1294	33 4	1294 ₂ 337 ₈	294 ₂ 334 ₂
1,100 8,960	994	0.9-54	99%	994	100	00
8,960	131%	131 % 139 %	131%	131.49	1334	331 ₈
21,811	140 1075	107 2	1074	1074	142 1084	42 08%
124	122		1221	1224	1224	224
800	50	48%	484	48	484	48
99	901 ₉ 35	238 Au			124.8	44
25,342	1233	1234	123%	1234 1073	124 4	941 ₄ 093 ₅
1,200 37,420	108	61%	617	61	1088 ₈ 627 ₈	09% 02%
5,500	194	12	12	61 12		26.5
200	20%	2019	20% 75	20% 75	21 4 76	114
500	9210	92	92%	923	934	31
700	974	1463 %	97	197	984	184
2,000	133	1325	132%	1324	183%	1874
800		514	5114	5.1	514	0
700	9974	2934	2014	294	29%	994
46,150	73 5 78	72%	72-9	66 12	704	942
50,425	4083W	1084	1084	108%	100%	912
700 110	55 97	55 le	5574	53%	35%	(4.49)
100	31	2019	30	20	30	4
300			- 8	8	- 8	8
14,500	80.	86 814	81%	85% 80%	88 82%	210
	28	26				
14.125 24.500	34	30%	307	301/2	324	2 400
- Pro	97% 122	120%	974 122 v	1223	100% 122%	21-
214,100	56	55	55550	200	1165	6
3.900	72	4532	70%	45%	454	324
9,400	94	934	93%	493	95%	314
	1000		170	170	170 .	0 1
20,495	12004	120%	120%	100%	130% 105	5
23,500	107	374	37A, 74.5	37A	384	200
660	77	:14	74.50	743	75	5
24,100	341a 725a	72	7234	714	724	144 244
24,100	274 (%)	2434	294.5	23%	24%	€ 5st
1,085	15%	15%	10%	18%	10%	2.
********	319	10	240.04	10.0	457.74	9
900	136	133	5034	Sec.	31	
500	80 kg	68	60	3004 69	70	
2.2		100	38			
10,600	197 679 975	123 574	57%	574	NS-14	134
1,740	2710	10 22 7 7 12	227 46	285 (4)	27.40	NA.
	317/143	251 ₄	52(4.74)	C#363/23/5	210: 1	,
730 530	26	2014	95% 919%	219	26 5	
625	221	250	2515	20-4	255	9
200	40	100	38	118	58	
	011 85	51	44	20.1		
200	85	H4	84	84	85	
12,500	15	40%	40%	15	15	14
12,500 5,500	11000	11414		1164	117	DOM:
18,500	284	5434	25%	54%	1000 100	W.K. 4
100	28 4 55 55 788	51	50.	544	57.49 50	
37, 94	780	7830	785	78%	79:50).
**		143	8. 1	27	22	.]
100	92 56 128		75%	75%	75%	534
200	128	124 55	100	44	-	.
5.100	413	2.1%	41	41	424	
- 400	43	41	4114	4039	31 4	R (26)
600	32	30	31	31	25.1	
200	17	16	17	17	17	
41	2 to 1 to	2	**		**	
	7	6	**	**	**	
4.0		19%	:	:	9.6	:
- 44	35	31 19	**	**	**	: 1
200		12 50	124	1242	124	24
-		59			41	
2.0	27 ₄	10%	10	**	**	
- 0	3	0,4	1,600	2.0	0.0	

Total sales for the

Robinson Standard Min. Sutro Tunnel.

GOVERNMENTS.

BONDS AND BANK STOCKS.

	Tennessee 6s	NYLE and West	St P and S City Ist
ı	11,000	new 2d con	1,000 112 SLouis & I Mt
	10,000, b3., 49%	65,000 964	SLouis & 1 Mt
	30,000 490°2 25,000 49 10,000 50 Temperate Calif	15,000 9674	Carroand Full 1st
	25,090 49	20,000 56%	14,000 10619
	10,000	10,000, 100	3,000 107 Care A and T 1st
	Tennessee Capid	45,000 (6) tg 10,000 97	Cairo A and T 1st
	5,000	10,000 97	C C and 1 C Income
	25,000 4370		C Canal C Income
	5,000 50 25,000 40 ¹ g 10,000 830 49	10,000 96%	6.000 554
		50,000 10.00 10,000 830 004	1,000 55 Ches and O Pur
	Atchison C & P 1st	10,000, 850 5004	Money Fund
	Atchison Car P 186	10,000	Stoney Fame
	O'Mariana Series	40 000	1,000114 Den & Rio Gr 1st
	5,000	15,000 961 ₂ 21,000 961 ₃ 40,000 961 ₄ 50,000 96 Fexas Pac 1st R G	Con
	BOSTON IN SEC. 184	Towns Page Lat D (3)	5 000 10 la
	30,000 55 35,000 55	Division	500 1025
	Bur C Rup & N 1st	10,000 8018	5.000 10. ½ 500 102 ½ ETenn Va & G In
	Bur Chapa San	15 (00)	5,000 53
	5,000 99% 500 99%	10 000 h 80	22,0205329
	Ches & Ohio 1st	2 000 801-	8,000 522
	Series H	Wah then M de	8,00052% H & Texas Cent 1st
	Series as Some	10,000 b. 80 2,000 80 ¹ a Wab Gen M 6a 15,000 54	Waco & N W div
	2,000 S0% E Ten Va & Ga 58	25 000 83	5.000 111
	E I'm va ec tra tra	25,000 83 Louisiana 7s consol	Norfolk&W Gen M
	Un receipt to Title	3,000 66	0,000 1024
	20,030 76 ½ 25,000 b3 76 ½ 5,000 76 ½	Ches and Ohio Cur	Union Pac L G
	Louisville & Nash	3,00046%	7,000830 1154
	Gen m'ig 6s	5,000	Union Pacific 1st M
	20.000 9634	5,00046	4,000 115
	7,000 a10 0012	5,0004618	1,000 115
	20,000 96 2,000 96	5,0004610	Tex Pacine L Gnts
	2,000,	2.00047	3,000 63 ½ 6,000 63 ½
	2,000	10,000,474	6,000 6329
	10,000,9674	4,000,4612	W U T comp 1900
	Long Island R 186	20,000 47	C R I & Pac 6s
	1,000 115	D. OURING THE SECTION OF THE SECTION	C R I & Pac 6s
	Mo K & Tex Gen Us	C & Northwest con	1917 coupon
	3,000	coupon G bonds	4,000 126 9
	1,0007334	1,000 125	Gt Western 2d
	1,000	Canada Southern	1,000 102 40,000 100 5,000 100 Lehigh & W B c as 1,000 106 2
	10,000 80 Mo Kan & Tex 2d	lat guar	40,000 100
	Mo Kan & Tex 2d	2.000 9310	0,000100-2
	CONTRACTOR CONTRACTOR	1,0005334	Leingh & W B c as
	10,000, 6639	g.000 93	1,000 100%
	10.000	Central Pacific G B	Mil and S Paul Tat
	N Y Lake E & Wa	15,000 1137	ain and S Paul 1st
	NY Lake E & Wa	Del & Hud reg '94	8 Minn Division
	New 2d bafunded	7,000 119	15,000 1033 ₂
	1,000	M & St Paul consol	La Crosse divis'n
	10,000 95	3,000121	9,000 117 M and St P Sa 1st 2,000 134
	10,000 94 2	Mo Kan & T con 78	or white se to se the
	10,000 94 N Y Lake E & W	10,000 1034	2,000 1.04
	N I Lake E & W	10,000 103	North Missouri 1st
	New 2d con	2,000 103	4,000 1187a Oregon Rv & N 1st 1,000 10654 Richmonds Av 1st
	49,000 98	Metropolitan Elist	Oregon Ry & N 186
	60,000 973	4,000 100%	Diebroond & Are Lat
	91,000	5,000 10072	
	1,000 amaii 98	5,000 100% 1,000 100% 3,000 100%	5.000 90 South Pac of Cal 1st
	10,000 97	North Pag Istones	6.000 104 a
	20,000963	North Pac 1steoup	Toledo & Wab
	20,000 967	10.000	
	15,000 97 6,000 97%	10,000 97	Con convertibl
	8,000,	New J CentralAd b	6,090100
	10,000 97%	2,000 104	T Haute 2d pref
	5,000 9712	8,500 1031 ₂ 1,000 104	1,000 105% American Ex Bank
	10,000 97	N. O. Pacific 1st	Marie In La Sank
	44,000 96% 5,000 96%	N. O. Pacific 1st	10 135
	0,000	1,000 874	

CLOSING PRICES OF BOSTON STOCKS

Yesterday, fo-day,
&I. Cham,com 35 4 Colony, 126

GLOSING PRICES OF PHILADELPHIA STOCKS. Reported by John H. Davis & Co., 17 Wall-rt.

There was not a panic at the Stock Exchange to-

TUESDAY, Feb. 21-P. M.

against 68, yesterday's final price, and rapidly declined to 50, and closed at 5512; the total business in this stock was only 24,100 of the par value of \$25 each, or only 6,025 shares of "full stock." Nashville, Chattanooga and St. Louis closed last evening at 7312; to-day its first price was 72, its lowest 68, and its closing 70%; only 3,900 shares of this stock were dealt in, and it, too, is quarter stock, or \$25 per share. But the declines in the special stocks named had little or no influence on the general market, which more often was strong when those stocks were weak, and weak when those tocks rallied, than its movements were in sympathy with theirs. The "general list" at the head of this olumn best explains the movements of the market. il day the rallies that occurred, except one grand ally after mid-day, were measured by small fracons, and the market closed weak and unsettled at rices that generally are at or near the lowest oints.

Excepting a moderate business in the continued s and the registered 4128 Government bonds were ull. Their prices, however, were steady, and there re no changes in the final bids. Annexed are the losing quotations:

| Bid. Asked. | Bid. Asked. | Bid. Asked. | Bid. Asked. | R. 4*95.*91 reg. | 116% | 113% | U. 8. car. 6s. 1897 127 | R. 4*95.*91 c... | 115% | 114% | U. 9. car. 6s. 1898 128 | R. 4s. 1997, reg. | 117% | 118% | U. S. car. 6s. 1899 129 | R. 4s. 1997 c... | 117% | 118% | Sires continued. | 1020 169 | R. car. 6s. 1895 125 | Pives continued. | 102 1021 | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | R. car. 6s. 1896 126 | Dist of Col. 3-65s 106% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% | 107% |

In State bonds a small lot of Louisiana consols old at 66, a decline of 12 per cent. The business one in Tennessee 6s was comparatively small, at rices ranging from 50 to 49 to 51. Of city bank tocks only ten shares of American Exchange sold t 135.

The dealings in railroad bonds generally were not arge, but prices were weak for all kinds that do not elong to the best class of investments, and those vere steady only because so few of them are offered ather than because of a demand. Eric second con-olidated were very active and declined from 98 to 6, and the funded 5s sold at 9512 294. Missouri, ansas and Texas first consols were off 34 at 103, conds declined 17s per cent to 951g, and general ortgages were 12 lower at 80. Boston, Hartford nd Eric firsts were 12 off at 55, Chesapeake and blio firsts, series B, I per cent lower at 80 and curency interest declined from $48^{3}4$ to $45^{4}2$ and rallied 4712. Central of New-Jersey Adjustnents declined to 10312, and Lehigh and Vilkesbarre consols sold down to 106. Canada outhern firsts were 1 per cent weaker at 93. St ouis and Iron Mountain firsts, Cario and Fulton ivision, rallied to 107. Louisville and Nashville eneral mortgages were steady at 96½ w96. East ennessee, Virginia and Georgia consols declined

The Houston and Texas Central Railroad Company has made a brief statement of its business for the year 1881, which compared with that for the preseding year is as follows: Year ended Dec. 31. 1880. 18*1. Gross earnings \$3,741.000 \$3,744.055 inc. \$7.655 Operating expenses 2,007,323 2,141,872 inc. 134,949

Net earnings \$1,733,677 \$1,600,783 Dec. \$126,894 Int. or bonded debt (not reported) 1,157,966

The balance of 1881 is reported as applied toward \$1,063,114 expended for betterments, the balance of \$614,297 being provided for from the sale of general mortgage bonds. The receipts of flour and grain at the principal Atlantic ports this 21st day of February were:

Wheat, bush 51,000 4,572 2,500 Corn, bush 89,250 13,154 1,250 Outs, bush 31,620 1,625 12,750 type, bush 1,000 Bariey, bush 44,500 1,250 Total bush....... 217,370 19,351 16,450 36,525 The following shows the exports (exclusive of specie) from the Port of New-York to foreign ports for the week ending February 21 and since the beginning of the year, as compared with the corresponding postular of pravious courts.

sponding periods of previous years: For the week \$6,147,484 \$6,728,609 \$6,611,935 Previously reported 40,377,040 47,886,282 40,076,121

Total since Jan. 1 \$46,524.524 \$54,314,891 \$47,288,056

EUROPEAN MARKETS.

EUROPEAN MARKETS.

LIVERPOOL Feb. 21—2:000 m.—Pork—Prime Mess Eastern, seasy at 82-6 o Western, steady at 76: Bucon—Cumberland Cut. duil at 47: Short Rib duil at 46:6d; Long Clear, duil at 45:6d; Short Clear, duil at 46:6d; Long Clear, duil at 46:8 Short Clear, duil at 47: Hanss—Long Cut cuil at 50: Shoniders, duil at 33: for new Reef—India Mess, duil at 82: Extra Mess, duil at 17:: Prime Mess, duil at 80: Lard—Prime Western, steady at 35:5d. India—Prime City, steady, at 44: Turpentine—Spirits, steady at 48. Rosin—Fine duil at 11:6d: Common, steady at 46:3d. Cheese—American Choice, duil at 63:6d. Lart 0it, none here. Flour—ExtraState duillat 14. Wheat—No. I White duil at 10:6d. No. 2 Spiring, duil at 10:3d; Winter New Western, duil at 10:10d. Corn—Mixed, steady at 5:11:4d; Cotton-seed Oil—Yellow American, none here. Rosin—Common at London duil at 7: Turpentine—Spirits at London, firmer at 42.

dull at 7. Turpentine—Spirits at London, firmer at 42.

Liverpool, Feb. 21—4:30 n.m.—Broadstuffs—Small business at tower prices. Cern. 5:11d. per cental for New Mixed West, ern: Flour, 10:46. for Western. Feas. 6:10d, per cental for Caundian. Wheat, 10:410:5d. for California White. 19:40:10d. for California White. 19:40:10d. for Red Winter; 10:46:20d. for California White. 19:40:10d. Spirits of Petroleum, Paic Rosin, 77:40:10d. Spirits Furgentine 42:442:8d. per cust for Redmed Petroleum, 6:46:45d. Spirits of Petroleum, 8:46:46d. per toic. Liverpool. Feb. 21—3:30 p. m.—Beef. 116: per there allow Common Rosin, 7:8d. Linseed On 25:3d. per toic. Liverpool. Feb. 21—3:30 p. m.—Beef. 116: per there for Extra India Mess; Cheese, 62: per cwt. for the best rades of American. Bacon. 47. per cwt. for short clear Macket. Port. 77 per bbi. for Frime Mess. American. Antwend. Spirits of Petroleum, 18 francs 12:5 centimes for fine also American. White: Lard closed at 132 francs per 10: Milos. Feb. 21.—Petroleum, 18 francs 12:5 centimes for fine also American. Wilcox's Lard closed at 55 marks per 10: Milos. Feb. 21.—Wilcox's Lard closed at 55 marks per 10: Milos. Feb. 21.—Wilcox's Lard closed at 55 marks per 10: Milos.

per 100 kilos.
REMES, Peb. 21. Wilcox's Lard closed at 55 marks per 110 pounds. Petroleum. 7 marks 40 pfennigs. COFFON MARKETS-BY TELEGRAPIL

division, rallied to 107. Louisville and Nashville general mortgages were steady at 96½-206. East Tennessee, Virginia and Georgia consols declined from 77 to 76/276½, and the incomes from 54½ to 52¾. Wabash general mortgages were 1 per cent lower at 84, and Great Western seconds declined to 100, as also did Toledo and Wabash convertibles. Denver and Rio Grande consols sold in a small way at 101½-a decline of 1 per cent. Texas and Pacific incomes fell to 63½, and firsts, Rio Grande division, were ½ easier at 80. Northern Pacific firsts were steady at 97. New-Orleans and Pacific firsts declined from 89¼ to 87.

The 8mb-treasury to-day gained \$520,654 on balance, made up by a coin gain of \$571,071, leas a currency loss of \$50,417. This makes the total gain since last Friday \$1,237,211. The shipment of gold by to-morrow's steamers, so far as is known to-night, is \$500,000. Money on call to-day ruled steadily at 6 per cent, but the supply at that rate was equal to the demand. There was less disturbance of loans because of the depreciation of values than might have been expected.

The United States Treasurer at Washington to-day received \$344,000 in National bank notes for redemption. The customs receipts were \$798,002, and the revenue receipts \$279,768. The Clearing House statement to-day is as follows: Exchanges, \$135,405,046; balances, \$5,019,585. Tho transferoms at the Sub-Treasury covered: Receipts, \$1,278,729; payments, \$758,075; currency balance, \$4,543,110; coin balance, \$82,842,394.

The foreignexchanges are not specially active, but an absence of supply of commercial bills causes a small demand to suifer rates immediately. The nominal rates for sterling were advanced to \$4,85½, and \$4,90½ for long and short sterling respectively; 5,20 and 5,15 for france; 94% and 95% for reichmarks; and 40 and 40½ for guidlers.

The London Stock Exchance markets were all lower. British consols were off 's at 100 1-16 for money and 100 3-16 for account. United States 4½s were 4½ lower at 115¼. The decline in prices for Ameri